



History Highlights *of the* Port *of* Kennewick

Prepared for

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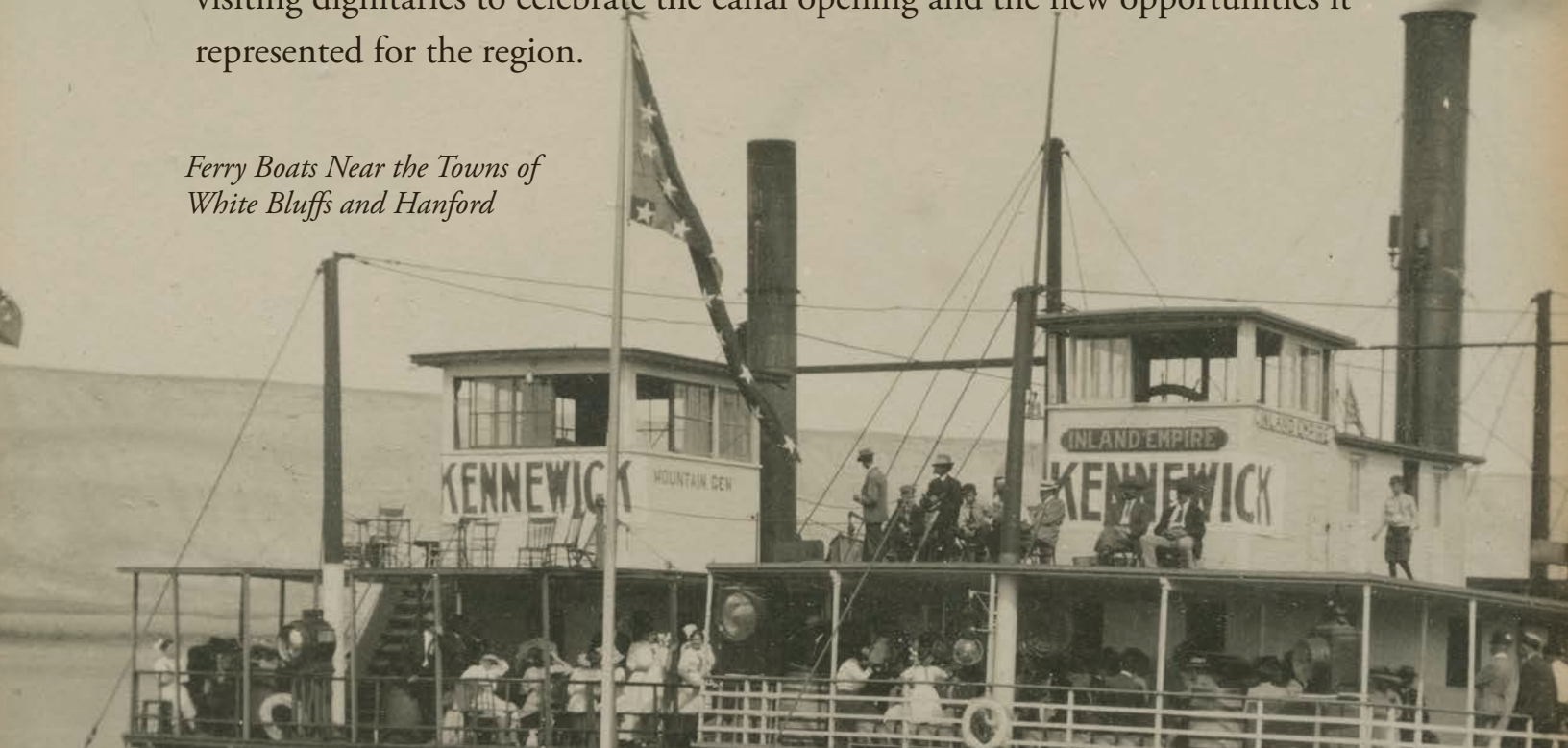
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Port Created March 6, 1915

Creation of the Port of Kennewick was initiated by the Kennewick Commercial Club, which wanted to capitalize on the Celilo Falls navigation canal (Celilo Canal) opening in May of 1915. The Port creation had strong community support, with 282 out of 379 voters (75 percent) supporting the Port's creation. The opening of the canal allowed river traffic from Portland through the Cascade Canal and Locks and from the Celilo Canal to the upper Columbia and Snake rivers. A grand banquet was held in Kennewick for visiting dignitaries to celebrate the canal opening and the new opportunities it represented for the region.

*Ferry Boats Near the Towns of
White Bluffs and Hanford*



"It is not only opportune, but absolutely imperative that Kennewick should be awake and doing her share of this toiling, hoping, progressing. The first step to take is the creation of a port district."

Kennewick Courier-Reporter Editorial, March 1915



Celebration of Celilo Falls Canal opening in Kennewick

The Port of Kennewick immediately began to operate docks, approach and landing facilities, leasing these facilities from the Kennewick Improvement Corporation (a private entity that had organized in 1909 to develop the facilities) for \$1 per year. By the summer of 1915, shipments of cargo and passengers were leaving from and arriving at Kennewick's docks.

In 1916, the Port held a public hearing and adopted its first Comprehensive Scheme document, which needed voter approval before any funding could be expended. Included in the Comprehensive Scheme were modest proposed

improvements to the Ivy Street Terminal, a suggested concept to close off the upstream end of the channel between the shoreline and Clover Island, and dredging to create a boat basin. The comprehensive scheme was approved by a small majority (118 to 97), with some controversy regarding whether the public or private sector should be paying for proposed improvements.

The Port's budget was \$2,000 in 1916 and \$1,800 in 1917. During this time, the Port constructed the Ivy Street Terminal for handling cargo and passengers, and also authorized the building of a new warehouse next to the

waterfront to handle record-setting cargo volumes. In 1917, the Port purchased the previously leased land and assets from the Kennewick Improvement Corporation for \$1,200. The following year, steamboat activities came to a halt due to rail competition and barges, which began replacing the less efficient steamboats.

The drop in steamboat traffic and rises in rail and motor vehicle traffic spurred the Port to refocus its activities. For the next several years, the Port concentrated on building rail- and water-transfer facilities and warehouses.

Docking and Loading Facilities for Boats and Barges

In the early 1900s, the Port of Kennewick provided docking and terminal facilities for steamboats, as a direct result of the opening of Celilo Falls navigation canal. The *Inland Empire* was one of the boats that traveled to Kennewick, where it served as a local ferry for several years, moving goods and people in and around the area from the Port's docking and terminal facilities. A significant flood occurred in 1926 that severely damaged the Port's dock and loading facilities, causing a period of Port inactivity until the 1940s.

In the early 1940s, World War II stimulated docking and loading activities in the Port. In 1941, the Port acquired a portion of Clover Island and leased property to Columbia Marine Shipyards for a barge-building site on the island. This barge-building site complemented the Port-constructed bulk grain conveyor and elevator, and a dock extending more than 390 out into the Columbia River from the mainland just downstream of Clover Island.



Port dock facility in 1922, just downstream of Clover Island



Port of Kennewick Facilities circa 1920



Ivy Street Terminal (Port of Kennewick 1941)



The Winquatt tugboat and Port of Kennewick barge were constructed on Clover Island on Port-leased land

Two 175-foot barges were built and launched at Kennewick in the 1940s, and one was christened the *Port of Kennewick*. In 1944, the *Winquatt*, once known as the most powerful tugboat in the world, was also built at Clover Island.

Another large flood occurred in 1948 that caused significant

damage to Port barge and boat loading facilities, and this ended the Port's involvement in these type of facilities in the vicinity of Clover Island.

After the Port District boundary expanded in 1954, the Port constructed a dock and waterway at the Hedges Industrial Area

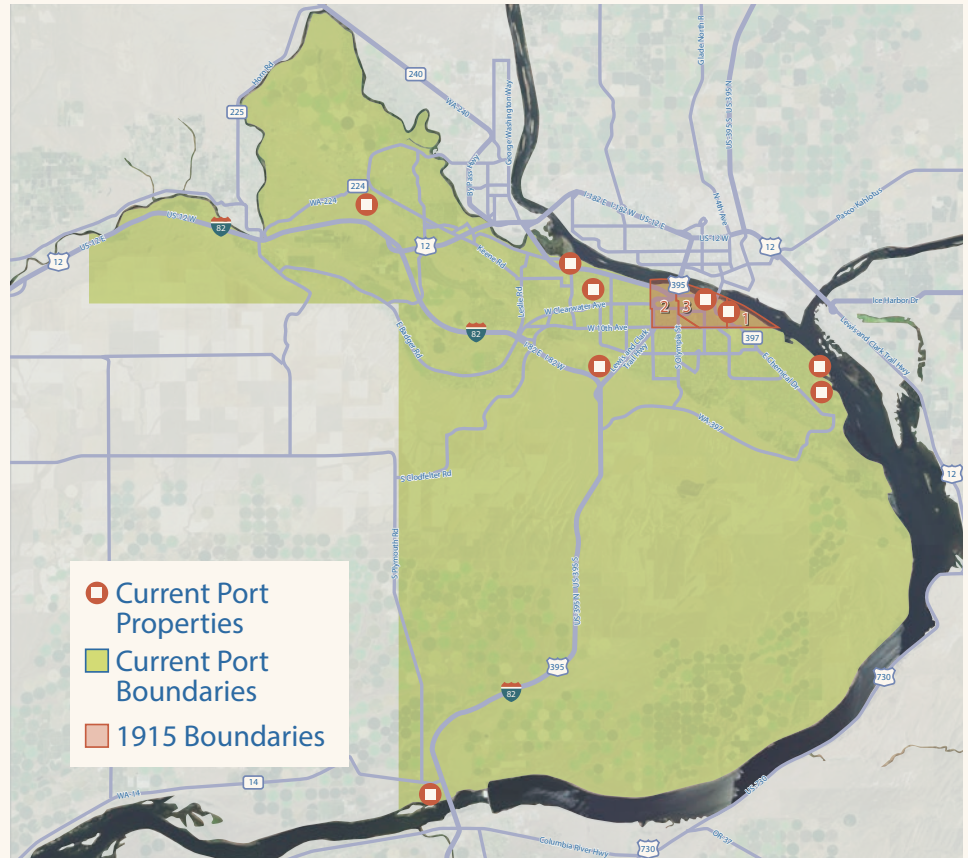
in Finley to serve the chemical manufacturing businesses beginning to locate in that area. In 1967, the Port sold the Hedges land and presumably the associated water facilities to the Collier Carbon Chemical or other industrial businesses in the area, ending the Ports involvement in dock and barge loading facilities.



Port Commissioners, A.I. Smith, George R. Turner, and Harry A. Linn attend a barge launch

Historical and Current Port District Boundaries

The Port of Kennewick District boundary originally extended south from the Columbia River at the middle of the present-day Columbia Park Golf Course, to the intersection of US 395/10th Avenue, and then due east along 10th Avenue to the Columbia River. In 1954, after seven years of construction, the McNary Dam was finished, which provided flood control along the Columbia River and improved navigation to the Tri-Cities area. The dam created new opportunities for the Port of Kennewick, with improved navigation and more river-accessible land in the City of Kennewick and Benton County. These opportunities led to an expansion of the Port District, additional Clover Island development, and heavy industrial development in the Finley and Hover areas of east Benton County. Property acquired by the U.S. Army Corps of Engineers and associated with McNary Dam construction was designated for



Port of Kennewick current boundaries

industry, recreation, and habitat, and industrial land was made available to public agencies. This additional industrial land was made available to the Port, which led to a proposal to expand the Port District.

In November 1954, 75 percent of voters approved the expansion of the Kennewick Port District to include an area constituting 485 square miles and comprising the eastern half of Benton County.

Port Supports the Navy During World War II and Later Invests in Rail in Downtown Kennewick



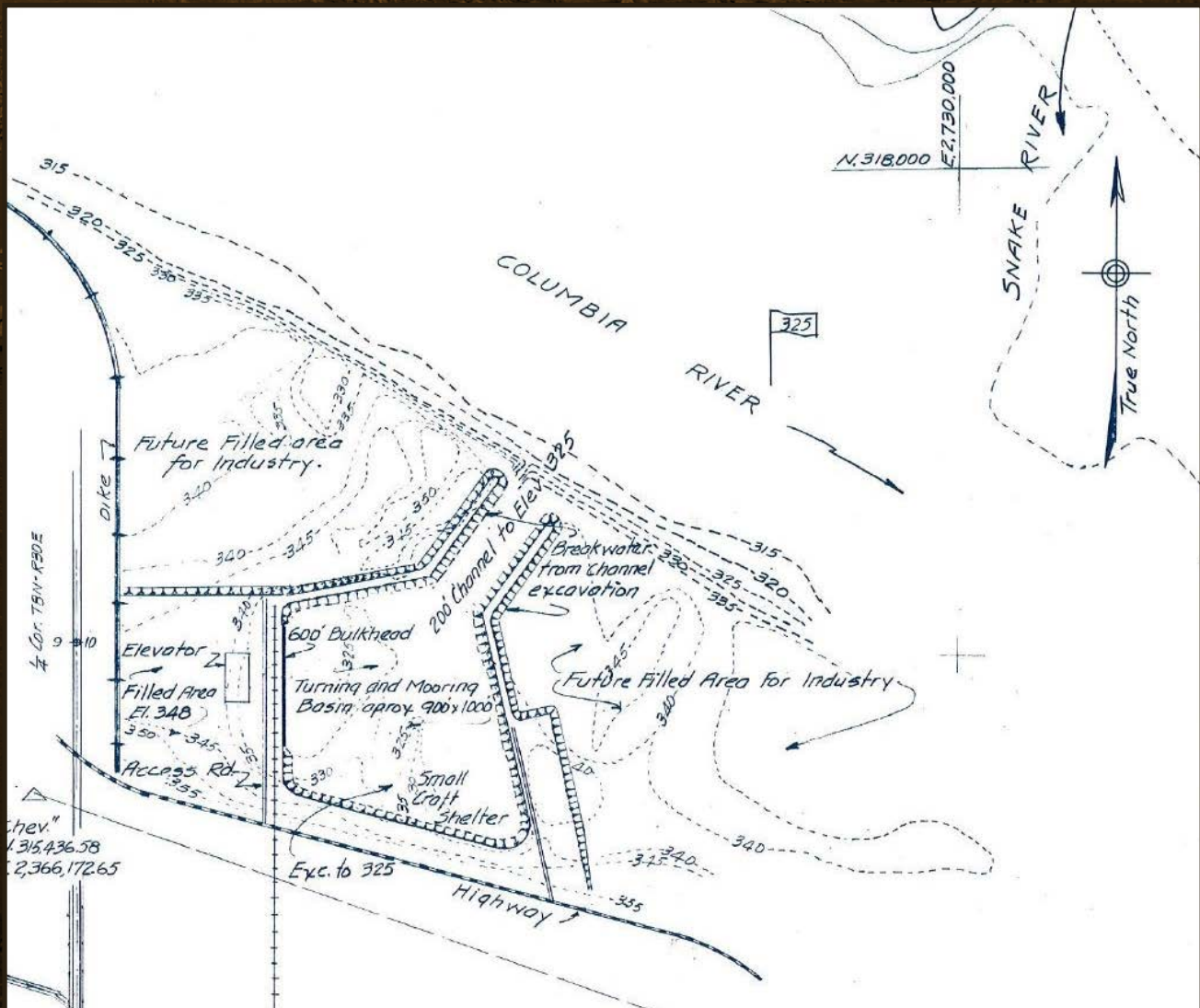
In 1942, representatives of the United States Navy called on the Port of Kennewick Commission to support the war effort by relinquishing to the Navy supplies of railroad steel and ties the Port had on hand for completion of a railroad spur track to Port facilities. The Port Commission felt duty-bound and obliged the Navy's request.

Rail was a primary means of moving products to and from the Port of Kennewick and other industrial properties in Kennewick during the 1940s. In 1941, Kennewick was served by three transcontinental railroads and originated thousands of railcars filled with frozen foods, canned goods, dressed poultry, asparagus, grape juice, cherries, and other commodities.

The Port had plans to develop additional rail spurs in the industrial areas of downtown Kennewick, but in 1942, the Port, in response to a request from the Navy, supported the war effort by donating steel and railroad ties.

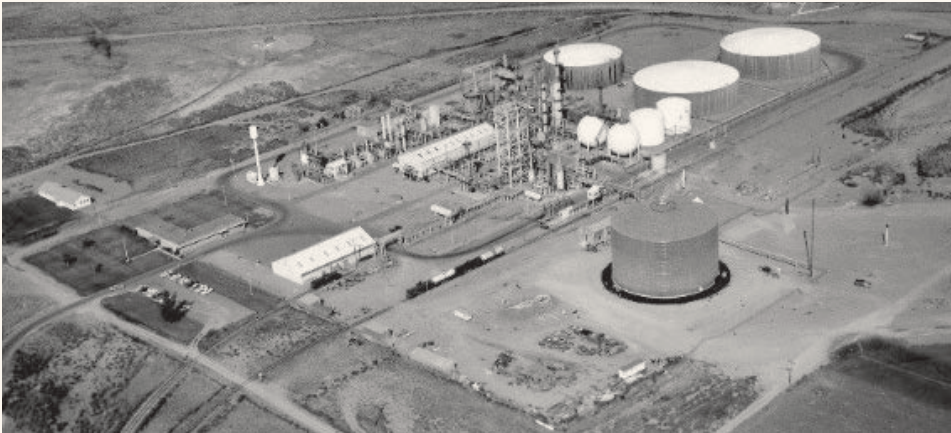
Rail development plans were placed on hold until after the war, and the Port made substantial rail investments in downtown Kennewick during the 1950s.

Present-day Two Rivers Park was once identified as a Port industrial site for barge-loading facilities.



Schematic from 1955 Comprehensive Scheme for Development Plan illustrating Camp Two Rivers (present-day Benton County Two Rivers Park)

1950s and 1960s Industrial Development (Chemical Row)



The Port acquired several industrial properties during the 1950s and 1960s in the Finley area. In 1956, after McNary Dam was constructed, the Port leased 314 acres of Columbia River waterfront land for development from the U.S. Army Corps of Engineers. Between 1953 and 1968, seven major firms established industrial operations in Finley, and the area became known as Chemical Row. These operations supported the U.S. Department of Energy Hanford Site Operations and produced fertilizer inputs to support the growing agricultural industry. A good example of this development occurred in 1957 when the Phillips Pacific Chemical Company built a \$15-million plant to produce anhydrous ammonia. The plant employed nearly 100 people and was considered

the area’s largest private industrial development at the time.

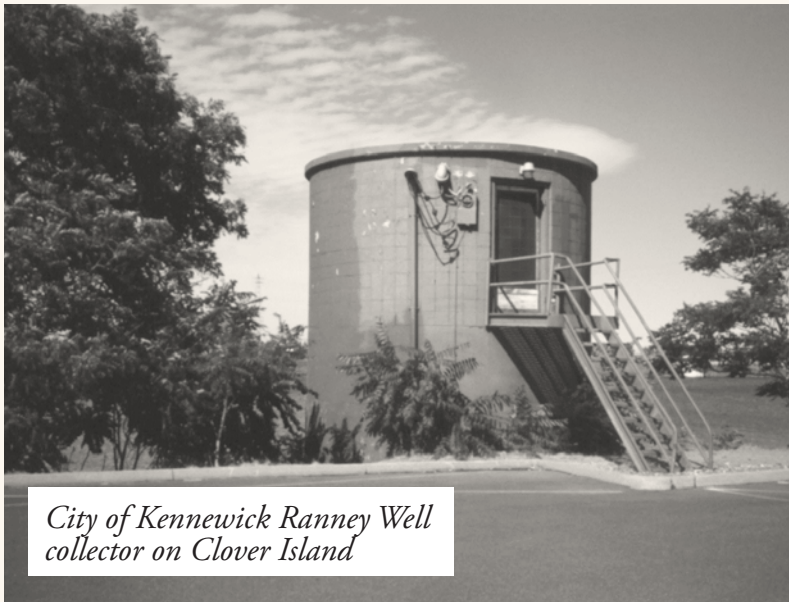
The Chemical Row area was known for its central location, ample transportation, low-cost power, and plentiful water. Total private investment in the Finley area from 1952 to 1964 exceeded \$23 million and resulted in approximately 250 new jobs. Most of these plants are still in operation today. Sandvik Special Metals also located in the Finley area and is currently a thriving business.

The Collier Carbon and Chemical Corporation bought a 40-acre site from the Port of Kennewick for \$140,000 at the present-day Hedges Industrial Area (now owned by Agrium), and the plant was finished in 1967.

1953 to 1968 Chemical Row Finley Area

1953	Allied Chemical (now Abandoned)
1957	Kerley Chemical
1957	Phillips Pacific Chemical (now Agrium)
1958	Gas Ice (now Air Liquide)
1960	Cal-Spray Chemical (now Agrium)
1967	Collier Carbon and Chemical Corporation (now Agrium)
1968	Sandvik Special Metals

City of Kennewick Water-Supply Facilities on Clover Island



City of Kennewick Ranney Well collector on Clover Island

Ranney Well converted to a viewing platform on Clover Island

The City of Kennewick had water-supply facilities on Clover Island from the 1950s through 1980. The first system was a filter bed in the “notch” area of the island, with pump stations just upstream, which were installed in 1952. This

system only lasted a few years before failing. Then, in the late 1950s, the City installed three Ranney Well collectors housed in round, concrete structures. These were located on the northern-side (river side) of the island. In

2002, two of the three Ranney well pumps were removed and the collectors were leveled and capped with concrete slabs. Safety railings were added, turning the slabs into viewing platforms.



Spaulding Business Park

In 1999, the Port of Kennewick purchased approximately 30 acres in the Richland Wye area, where the Yakima River enters the Columbia River. The land would be the future home of the Spaulding Business Park, which was named after the late Gene Spaulding, who had been a Port Commissioner for almost 36 years and retired in 1999. After spending \$610,000 preparing the land for sale, including the addition of roads, utilities, and street lights, the Port had a dedication ceremony for the new Spaulding Business Park in January 2003. Since the park's opening, the following businesses have located in the park: the Walker-Heye-Meehan

attorney office; New Edge; Reliance Medical; Vista Engineering; Arc of Tri-Cities; Eden Medical Center; Tri-City Chaplaincy; CV Development Medical Office; Dermahealth; Willamette Dental; and the Telquist Ziobro McMillen law firm. The Port has sold all but a 1-acre parcel within the business park, and private development has steadily occurred on adjacent property, including a large apartment complex and several office buildings. The Port's early investment tipped that tired neighborhood into desirable waterfront. Since 2007, private investment in the Spaulding Business Park resulted in a new building space worth \$32 million

in assessed property value and more than 300 new jobs.

Spaulding Business Park development is a good example of the Port's expanded redevelopment focus built on the guiding principles of achieving economic sustainability through revitalization, capitalizing on existing public sector infrastructure investments, and reconnecting communities to the rivers. In 2009, the Port received a Governor's Award for Workforce and Economic Development Best Practices for the Spaulding Business Park development.

Business Development Buildings

In addition to the Port of Kennewick's 100th anniversary, 2015 also marks the 30-year anniversary of the Development Building Program the Port launched in 1985, to provide start-up or expanding businesses with scalable spaces to meet their needs. The program was started based on findings from a business trip Port Commissioner Gene Spaulding made to New York City. Upon his return, he successfully pitched the idea to his fellow commissioners, and the Port constructed or acquired development buildings in its Oak Street Industrial Park and later at Vista Field, for a total of seven development buildings.

Notable businesses that have participated in this program include TiLite, PERSEUS Gourmet Products, Amara Cosmetics, Innovative Technology Lab, the Ag Engineering and Development Company, and others. These businesses created hundreds of jobs. TiLite is one of the most prominent Port success stories. During its time at the Oak Street Industrial Park, TiLite grew from a small, startup company into a thriving, 140-employee enterprise, before moving into a company-owned building. At Vista Field, development buildings have housed high-tech businesses such as Stavely Instruments (now Olympus),

Systek, Scitec, One World Telecommunications, ESTeem Wireless Communications, and Bruker. Bruker is an example of a local business using a Hanford technology spun off for private sector application. Bruker has become one of the world's leading analytical instrumentation companies.

Two of the five Oak Street buildings were recently renovated, and the Port is also upgrading Vista Field Development Building A. The Port continues to provide development space today.



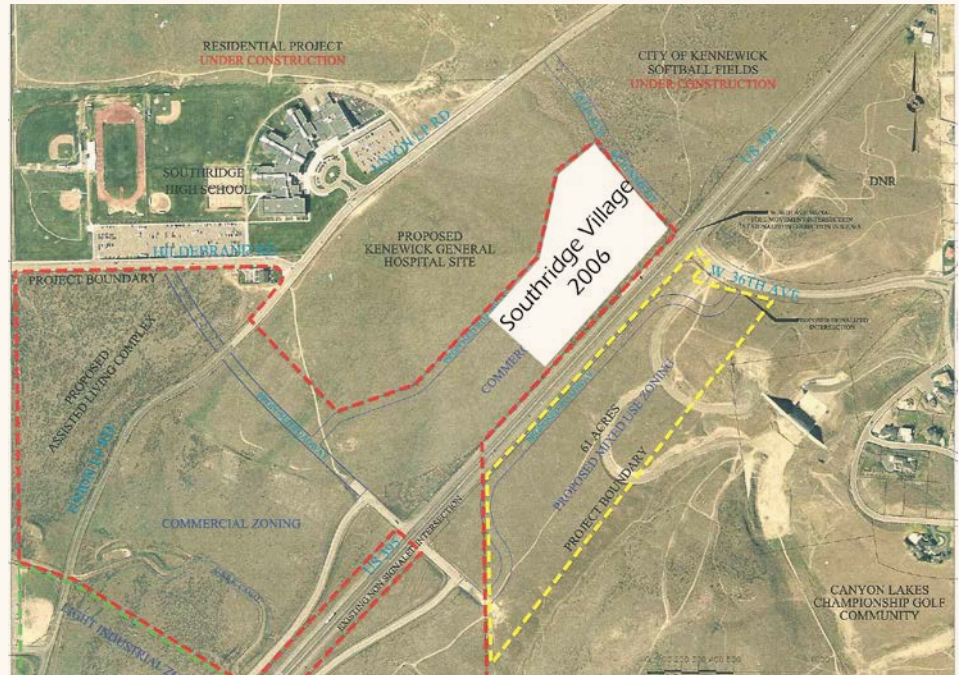
Oak Street Development Building signage



TiLite Facility

Southridge Area Development

The Dickerson “Southridge” property was purchased from the Washington State Department of Natural Resources in 1994. The property was named after Dave Dickerson, who served as Port Commissioner from 1977 until 1992, when he passed away. The original site included 160 acres, a majority of which were located on the west side of US 395. In 2002, the Port co-funded the Southridge Area Master Plan for a 2,500-acre area with the City of Kennewick, Benton Public Utility District, Kennewick General Hospital, and Kennewick School District. The City completed the Southridge Master Plan in 2004, which identified nearly all of the Port’s land for future commercial development. Realizing the land would not remain zoned for industrial uses as originally intended, the Port traded a portion of the site to Trios Health for a new hospital site. The Port also collaborated with the City of Kennewick to establish a local revitalization financing arrangement (commonly known as tax-increment financing) to support Southridge development. This partnership allowed local tax revenues generated in the revitalization area to fund infrastructure investments at Southridge.



Southridge Village

Development at Southridge has continued at a steady pace, including the development of Southridge High School, restaurants, retail shops, single- and multi-family housing, the City of Kennewick sports complex, the

Carousel of Dreams, and the new Trios Health hospital. Several hundred jobs have been created as a result of development in Southridge, and the area continues to grow.

Port Commissioners and Executive Directors

During the last 100 years, 36 Commissioners represented the Port of Kennewick, with Gene Spaulding having the longest tenure (36 years, from 1963 to 1998). James E. Magnuson served as a Port Commissioner for 21 years—serving from 1953 to 1973. Of the remaining Commissioners, six served more than ten years, including A. I. Smith (1931 to 1942), Paul G. Richmond (1943 to 1954), Ray F. Hamilton (1955 to 1966), Dave Dickerson (1977 to 1991), George Jones (1986 to 1997), and Gene Wagner (2002 to 2013).

Other Commissioners included: Ingwall Smith (1917 to 1924); G.R. Bradshaw (1924 to 1931); Willard Campbell (1931 to 1939); Jay Perry (1931 to 1939); George R. Turner (1940 to 1942); Harry A. Linn (1940 to 1942); Ralph E. Reed (1943 to 1944); Alfred C. Amon (1945 to 1952); Walter M. Knowles (1945 to 1952); Edward H. Weber (1953 to 1956); John H. Grigg (1957 to 1962); Wayne L. Rogers (1967 to 1973); Charles F. Markham (1974 to 1976); Gilbert J. Ackerman (1974 to 1978); Ray L. Elmgren (1979 to 1985); Paul L. Vick (1992 to 2001); Sue Frost (1998 to 2002); Norm Engelhard (1999 to 2001); John Olson (2000 to 2005); Dave Hanson (2003 to 2012); Linda Boomer (2006 to 2008); and Calvin Dudney (2008 to 2009).

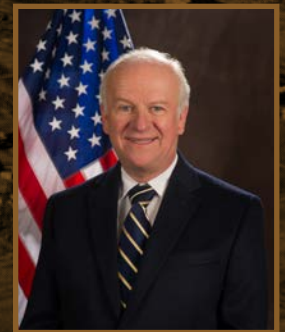
The very first Commissioners were G. M. Annis (1915 to 1916), M. H. Church (1915 to 1924), and W. R. Weisel (1915 to 1923). Currently, the Board of Commissioners includes: Don Barnes, President; Skip Novakovich, Vice-President; and Thomas Moak, Secretary.



*Don Barnes,
President
(2012 to current)*



*Skip Novakovich,
Vice President
(2009 to current)*



*Thomas Moak,
Secretary
(2014 to current)*

Port Executive Directors

The Port has had six Executive Directors: John Neuman (1955 to 1973), Robert “Hank” Thietje (1974 to 1976), Art Colby (1974 to 1979), Sue Watkins (Frost) 1979 to 1997, John Givens (1997 to 2004), and Tim Arntzen (2004 to current).

A tall, cylindrical lighthouse with a tan-colored body and a dark blue top section. It features a glass-enclosed lantern room at the very top and a metal walkway with railings just below it. The lighthouse is situated on a paved area with some young trees and landscaping in the foreground. In the background, a body of water and a bridge are visible under a clear sky.

Port Achievements

The Port of Kennewick has achieved several notable successes during its 100-year history, including the creation of thousands of jobs in the District boundaries, stimulating Clover Island and Spaulding Business Park development, and helping many businesses grow. In recent years, Port investments and land sales (from 2007 through 2013) have resulted in the creation of more than 800 jobs, and private-sector investments of more than \$60 million. What began as a modest port focused on just a few services has grown to a multi-faceted organization providing a variety of economic development services in the Port District for the region.

Today, the Port's mission is to facilitate trade and economic development and to promote tourism. The Port owns and operates two industrial parks, Clover Island Marina, and other facilities and lands. It is also redeveloping several properties, including the former Vista Field Airport, Clover Island, the former Tri-City Raceway in West Richland, and properties along Columbia Drive in Kennewick.

Port leaders are championing urban renewal efforts, investing in recreation and shoreline enhancement activities, and fostering the expansion of Washington's wine industry.

The future is bright for the regional economy. The Port is well-positioned to provide economic development services in close coordination with public and private-sector partners, and capitalize on market opportunities during the next 100 years.

Clover Island Lighthouse
Photo by Brian Gomez

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Port of Kennewick

